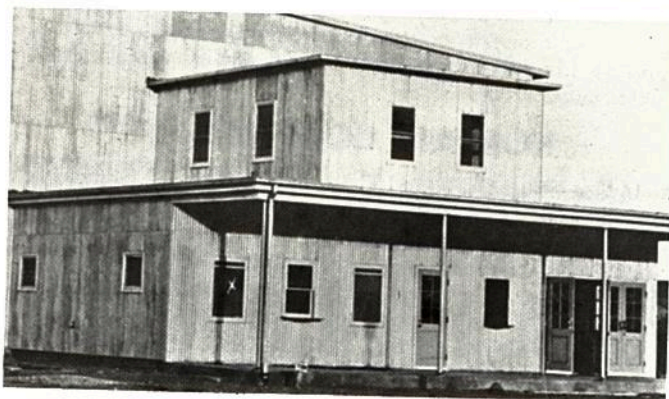




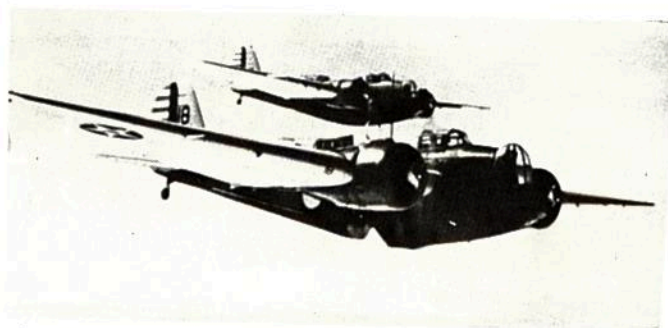
Westover antedates the United States Air Force by some seven years — activated April 6, 1940, Base Hangar, rising from lush tobacco land.



Base theater prior to additions and renovations.



Base maintenance and supply operations were tentatively located next to Westover's P-47 aircraft.



The Martin B-10, the first plane to land at Westover, began a new generation of bombers. It was the first bomber to feature a closed cock pit, retractable landing gear, power-operated turret and an air speed of over 200 miles per hour.



Westover served as a staging area for Army troops prior to deployment.



Westover served as a confinement area for German Prisoners of War. Among other duties, they were used to plant thousands of pine trees in the Stonybrook area.



Westover was a staging area and combat training center for B-17 Flying Fortress bomber crews.



## POST WAR ERA

With the conclusion of the Second World War in September 1945, the Chicopee installation was converted into a busy mustering-out center for Army Air Corps personnel. In February 1946, Westover Field was taken over by the Eastern Headquarters of the Air Transport Command, and quickly grew into military prominence as one of the largest domestic and transatlantic passenger-freight aerial ports on the eastern seaboard.

The Chicopee airfield's designation was officially changed to "Westover Air Force Base" in January 1948 as the result of the National Security Act which established the United States Air Force as a separate military service branch. Westover's mission continually expanded and soon air transport service was being provided to Greenland, Labrador, Newfoundland and other northern military installations.

## BERLIN AIRLIFT

The Military Air Transport Service story began on June 1, 1948 when the National Military Establishment, forerunner of the Department of Defense, announced that the first integrated service command would be formed by merging the Navy's NATS (Naval Air Transport Service) with the Air Force's new ATC (Air Transport Command). The new command would be known as MATS, an acronym for Military Air Transport Service.

MATS organization process was just beginning on the last week of June 1948 when they were called to their first great challenge of the Cold War—the Soviet blockade of Berlin. By the imposition of a ground blockade of all rail, highway, and water traffic through Soviet-controlled East Germany, the Soviet Union believed they could force the Western Powers out of occupied West Berlin.

The action was clear—if the people of West Berlin were to survive the shutoff of supplies and food, there was only one possible course of action short of war—The Berlin Emergency Airlift Plan "Operation Vittles."

The Airlift got under way using C-47s from European Air Force troop carrier organizations, but it soon became clear that more and bigger aircraft would have to be employed if the Berlin Airlift was to be successful. The situation called for C-54s and Navy R5Ds under the control of MATS to be pressed into immediate service. Aircraft and crews were relieved from normal MATS routes and assembled in West Germany to form a Combined Airlift Task Force (CALTF). The job facing the CALTF was to fly an enormous tonnage of supplies down

narrow corridors, using minimal navigation aids, through some of the worst flying weather in the world.

Westover AFB was swiftly transformed into a major staging area under Operations Vittles. For 327 days, the Western Massachusetts air base served as a major link, as thousands of aircraft took off from Westover's runways loaded with food, coal, petroleum and other supplies for the more than two million people of West Berlin.

By the time the Berlin Airlift ended, MATS had learned many lessons but its state of readiness had been depleted. The eleven month operation had been hard on both aircraft and crews; the C-54s, mainstay of MATS, needed extensive reconditioning just to get ready for normal use. Budget cuts took their toll; flying hours were reduced and experience levels dropped as veteran pilots and other flying personnel left the service.

The message left by the Berlin Airlift was clear—that a massive, all-weather airlift was not only possible but would be a major factor in any future world conflict. It was realized that bigger and faster aircraft were vital to future airlift needs.

## KOREAN CONFLICT

In June 1950, MATS lost a C-54—destroyed by Yak fighters in the first air attack of the Korean conflict. Ready or not, MATS had to go to war. The airlift problems in Korea were very different from Berlin. Distance, rather than tonnage, was the problem; the shortest route from the West Coast to the Korean combat zone required 30 hours of flying time, while the most practical route through the mid-Pacific took 34 hours. With only enough crews to support a 2.5 hour-per-day utilization rate, MATS was unable to get the job done without help.

Two Troop Carrier Groups were temporarily assigned to MATS; C-47's, C-97's and C-124's joined the airlift.

Westover AFB became a temporary center for the processing of recalled Air Force Reservists to active duty. Within a month, Westover's aircraft and crews were dispatched to the forefront of action, providing airlift operations for the American military forces fighting in Korea.

Throughout the bitter, three-year "political action," Westover's aircraft and crews were directly credited with transporting thousands of military casualties to the Westover Military Hospital for treatment or processing to other hospitals throughout the United States.

## SAC TAKES OVER

A new era for Westover began on April 1, 1955 when the Strategic Air Command assumed control of the base. The first SAC organization at the base was the 4050th Air Refueling Wing, with its fleet of KC-97 propeller-driven inflight refueling tanker aircraft. Within two months, SAC's most renowned combat element, the Eighth Air Force, moved its headquarters from Carswell AFB, Texas to Westover. The Strategic Air Command's assemblage was completed on September 4, 1956 with the transfer of Headquarters, 57th Air Division, one of the largest Air Force organizations of its type from the Fifteenth Air Force to the Eighth Air Force.

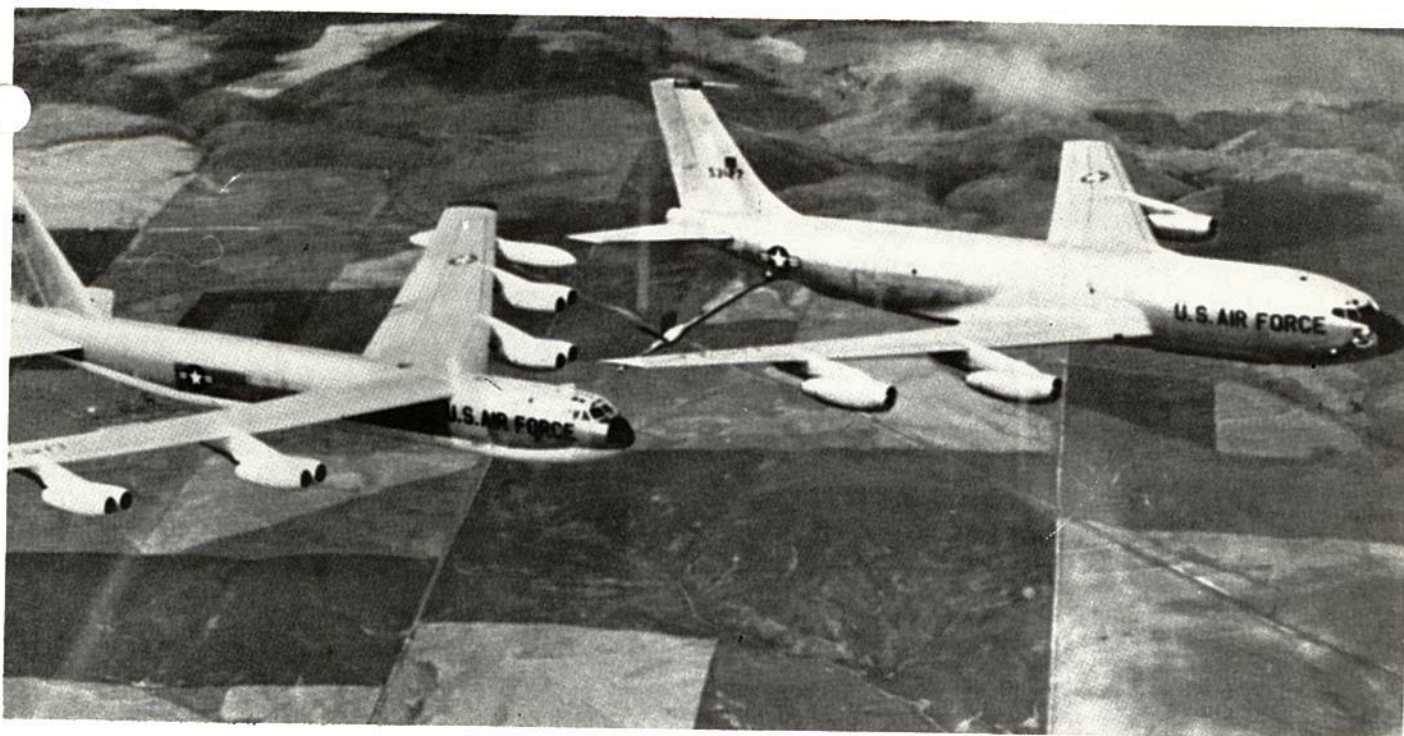
The same relocation order that moved the 57th from Fairchild AFB, Washington to Westover AFB, Massachusetts also transferred the Division's subordinate, 99th Bombardment Wing, (Heavy), headquarters; 814th Air Base Group and other assigned units. Within four days of the 57th's arrival at Westover, the 99th Bombardment Wing's first B-52 Stratofortress touched down on the base's newly completed 11,600 feet long, 300 feet wide runway.

In February 1957, an Air Force spokesman revealed the Stonybrook Air Station, an independent military facility of the Air Force Logistics Command, existed within the confines of Westover Air Force Base. Top Secret construction took three years to properly prepare the installation for the safe handling and storage of nuclear weapons stockpile. For the protection of the citizens of New England, the awesome nuclear bombs were stored in reinforced underground concrete vaults under the security of a specially trained military guard unit.



The final mission of the Berlin Airlift was recorded by a flyover and the notation on the side of a Westover C-54: "Last Vittles Flight 17,835,727 tons airlifted to Berlin." During the 327-day operation in 1948-49, Westover, was part of the Military Air Transport Service, MATS and the principal staging area for Operation Vittles.





SAC's striking capability is the result of a coordinated team effort. Aerial refueling has extended the range of the big SAC B-52's to limits that were unbelievable only a few years earlier.

Another Eighth Air Force highly classified facility, an underground command post, (the "Notch"—the "Site"), attained operational status in 1958 without official dedication ceremonies. Construction of the windowless, SAC combat operations center, began only two years earlier in the Mt. Holyoke Range located six miles east of Westover AFB in South Amherst.

The task of cutting into the solid rock of the mountain to carve out a four story underground facility, four hundred feet below the summit, was monumental. Nevertheless, the elaborate communications center was completed on schedule, becoming one of the several facilities constructed to augment and serve as a back-up to SAC's command post headquarters in Omaha, Neb.

The "Notch" was a major link in the Strategic Air Command's network of defense. In the event the Omaha center had been knocked out, within the Westover "Site" was the most modern electronic equipment specifically designed to take over guidance of SAC's far-flung forces. The heart of the system was an impressive computer which utilized most of the forty-seven-thousand square foot space of the "Notch."

During the early 1960's, the Eighth Air Force maintained a mixed contingent of bombers, tankers and fighters at Westover. In the mid-1960's, several B-52s and KC-97s from the Chicopee facility transferred to Pease AFB N.H. The 4050th Air Refueling Wing was redesignated the 499th Air Refueling Wing and equipped with faster KC-135 jet Stratotankers. Another important event was the secretive moving of the nuclear weapons stockpile from the Stonybrook AF Station on Westover AFB to another classified location.



#### AMERICA'S AIRLIFT HELPED

In his 1961 State of the Union message, President John Kennedy said "...I have directed prompt action to increase our airlift capacity. Obtaining additional airlift mobility—and obtaining it now—will better assure the ability of our conventional forces to respond, with discrimination and speed, to any problem at any spot on the globe at any moment's notice."

#### VIETNAM INVOLVEMENT

Three months later, President Kennedy committed the United States to a treaty of amity and economic relations with South Vietnam in their fight with the communist regime of Hanoi. By December, the first American combat troops were sent to Saigon for the purpose of operating two helicopter companies.

As America's commitment to the South Vietnamese government increased throughout the following two years, the importance of the Eighth Air Force likewise grew as a viable war deterrent force. The 57th Air Division's three tactical groups had been honed into an efficient, combat-vigilant, air-strike force, capable of deterring potential communist aggression by means of conventional global bombing or rapid retaliatory nuclear destruction. In March 1963 the Eighth Air Force was given additional responsibility of controlling the nation's intercontinental ballistic missile facilities in Colorado, Wyoming, Kansas and Missouri.

The size and fortune of Westover AFB rapidly multiplied on the wings of its bombers and tankers. The Western Massachusetts installation had been developed into the largest SAC facility in the Eastern United States with more than 10,000 military, nearly 700 civilian personnel, and direct accountability for the well-being of more than 11,000 dependents. The base's annual payroll was running in excess of fifty-five million dollars.

On August 8, 1963, an inventory statement submitted to the House Appropriations Committee showed that the federal government's investment in Westover was nearly ninety-million dollars. Further, a



five-year projection of planned spending and authorized improvements indicated the actual value of Westover would increase to nearly one hundred million dollars.

By November 1963, when President Kennedy was assassinated, the number of American military advisors stationed in South Vietnam had grown to more than 16,000. President Lyndon B. Johnson continued the military build-up although United States troops functioned strictly as a defense force.

In mid-1964, the situation drastically changed when two North Vietnamese torpedo boats attacked two U.S. Navy destroyers on patrol in the Gulf of Tonkin. Within hours, President Johnson ordered U.S. Air Force jet aircraft and personnel assigned to permanent duty in Southeast Asia. American air crews were directed to bomb enemy PT boat bases, marking the first offensive attack on North Vietnamese territory by United States forces.

Nonetheless, for the most part, military activity by American forces was held in check until early 1965 when Viet Cong guerrillas invaded two U.S. Army encampments. In retaliation, President Johnson ordered continuous bombing raids carried out on enemy infiltration routes and military installations throughout much of North Vietnam.

In response to the need for heavy bombers to strike enemy targets in support of ground operations, on June 18, 1965 the Strategic Air Command deployed a fleet of giant B-52s to Southeast Asia.

Most of Westover's 99th Bombardment Wing's crews remained on alert status in Western Massachusetts while normal training operations were carried on throughout the United States. In the interim, Westover's 499th Air Refueling Wing was phased out, leaving the 99th Bombardment Wing with just one assigned squadron of KC-135s. Nevertheless, the three squadrons (346th and 348th Bombardment Squadrons and 99th Air Refueling Squadron) 99th Bombardment Wing remained one of SAC's largest elements.

By June of 1966, U.S. Air Force bombing missions had officially been extended to include enemy targets near Hanoi and the neighboring port of Haiphong. The 99th Bombardment Wing's time of waiting ended in early September 1967 when the air action over Vietnam was accelerated. Under Project Arc Light, all 35 of Westover's B-52s as well as its entire squadron of KC-135s were deployed to Southeast Asia on a six month temporary aerial combat duty assignment. In addition to aircrews, another 2500 Westover Air Force personnel were sent in support capacities of maintenance, transportation, security, supply, administration, etc.

For organizational purposes, Westover's personnel and B-52s were absorbed into the structure of the 4133rd Bombardment Wing (Provisional). The unique provisional organization was composed of personnel and aircraft on temporary overseas duty in Southeast Asia for a limited time and for a specific mission, namely the "Vietnamese War." The commander of the 99th Bomb Wing, Colonel Robert E. Brofft, was appointed commander of the 4133rd which resulted in the 99th serving as the primary cadre unit of the joint aircrews and aircraft involved in B-52 missions over North Vietnam.

In six months, the 4133rd Bomb Wing flew 3,682 sorties out of Anderson AFB Guam and U-Tapao, Royal Thai AFB, Thailand. Combat missions were carried out over Communist-controlled Viet Cong territory including major military targets. KC-135 tankers of the 99th Bomb Wing were actively engaged in refueling operations, flying 2,186 refueling sorties, offloading more than twenty million pounds of jet fuel. The tankers were based at Kadena AFB, Okinawa; Thailand and elsewhere throughout Southeast Asia.

## RETURN OF THE 99th

As an inducement to the North Vietnamese to enter into formal peace negotiations, President Johnson ordered a major cutback in all bombing missions. Within a couple of weeks, Westover's planes and personnel were back at their home base in Massachusetts. Thousands of spectators lined the streets as combat crews, honor guards, drill teams and parade units marched in celebration of the 99th Bomb Wing's safe return.



America's gesture of near total cessation of bombing of North Vietnam was effective, as peace talks between the Communist government and the United States got underway. Consistent with the fluctuating tempo of the Vietnamese war and shaky peace negotiations, on October 1, 1968, Westover's combat armada was back in Southeast Asia on another six month stint. Within 30 days of their overseas arrival, all bombing and other U.S. military aggression had completely ceased.

Early in 1969, the government of South Vietnam and the Viet Cong joined in the Paris peace talks. Again, aircraft and personnel of the 99th returned to Westover, and, as before, were exuberantly welcomed home with banners, parades and on-base "open house" operations. Shortly after, the Pentagon announced deactivation of Westover's 57th Air Division headquarters, effective July 1, 1969.

For 13 years, with the exception of the 8th Air Force, the 57th Air Division headquarters had been the top operating organization at Westover. As a result of the division's deactivation, command of its top combat subordinate unit, the 99th Bomb Wing was shifted to the 817th Air Division at Pease AFB, N.H.

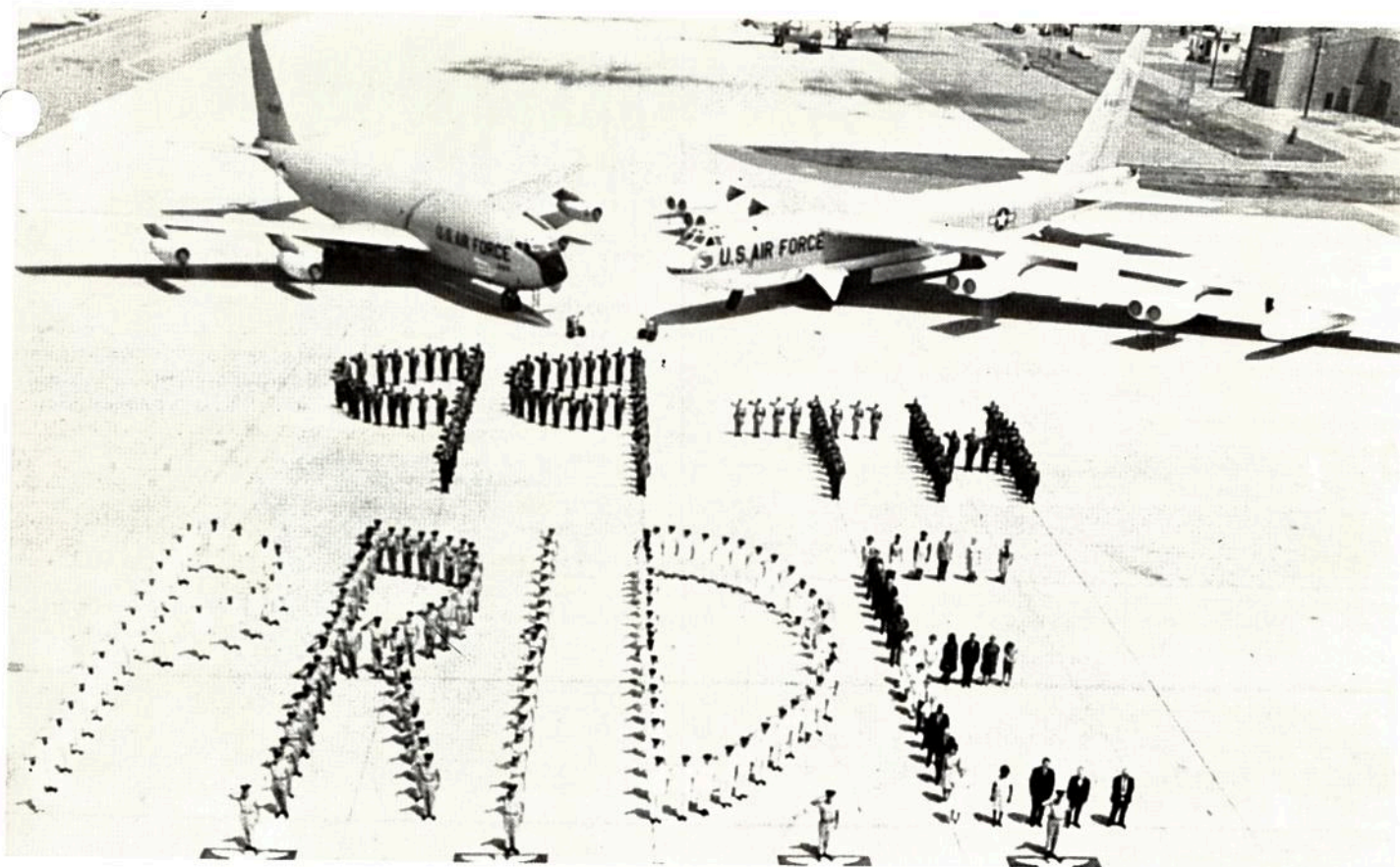
On June 30, 1969, the Pentagon notified Massachusetts officials of the deactivation of 8th AF Headquarters. As the eventful year 1969 was drawing to a close, the personnel and aircraft of the 99th Bomb Wing were selected for a third temporary combat tour of duty in Southeast Asia. Within a matter of months, the familiar heavy jet bombers and tankers of Westover's 99th Bomb Wing departed Western Massachusetts for what turned out to be the last time.

**Eighth Air Force Deactivated:** On March 31, 1970, the 8th Air Force was deactivated at Westover AFB. Command of most base units, as well as the 817th AD, stationed at Pease AFB, was taken over by SAC's Second Air Force, headquartered at Barksdale AFB, La. Other Westover units were absorbed by SAC's Fifteenth Air Force located at March AFB, California.

With the departure of the 8th AF, the underground command post at the "Notch" area on the edge of Amherst and South Hadley was shut down and the property offered for civilian sale. During its peak, in the mid-1960s, the underground "Site" accommodated an operating staff of approximately 900. The 99th Bomb Wing, under 2AF control, was charged with the responsibility of overseeing the winddown of the SAC activities, as well as the orderly reassignment of the command's various organizations and personnel.

Two days following the 8th AF deactivation ceremony at Westover, SAC's 3rd Air Division in Guam was also deactivated and immediately





renamed Eighth Air Force. A Pentagon spokesman explained the name change was ordered to "permit continuity and to maintain the tradition of the command's oldest combat unit," which had been formed in England during World War II.

In February 1971, American and South Vietnamese combat troops, supported by U.S. Air Force B-52s and U.S. Army helicopters swept into Laos to clear away hidden North Vietnamese entrenchments, weapons caches and to cut off Communist supply routes along the Ho Chi Minh Trail. South Vietnamese forces suffered heavy casualties and many U.S. aircraft were shot down. The Communist show of modern weaponry prompted Air Force resumption of bombing raids on North Vietnam targets, Laotian supply routes and other Communist positions.

Paris peace talks were broken off on March 23, 1972 as the tide of battle took an ominous turn for the worse. North Vietnam launched a massive tank and artillery offensive across the demilitarized zone into Quang Tri Province. In April, U.S. B-52s resumed the first deep penetration bombing raids over North Vietnam since 1967. The following month, President Nixon ordered a blockade of North Vietnam, including mining of enemy ports for the purpose of cutting off war supplies from Russia and China.

As a direct result of intense bombing, by the end of August the Communist offensive had been brought to a complete stop. Henry Kissinger announced that U.S. Air Force bombing had been terminated above the Twentieth Parallel effective October 26. Within a couple of days, secret peace negotiations resumed.

When the peace negotiations abruptly collapsed in mid-December 1972, the U.S. Air Force launched Operation Linebacker II, the full scale bombing of the Hanoi-Haiphong areas. Massive raids were conducted by B-52s, many from Westover, and other attack aircraft, for twelve days. Observers described the operation as "one of the severest aerial assaults in all of history."

On December 29, bombing above the Twentieth Parallel was again halted, followed by the resumption of secret peace negotiations. As a further demonstration of good faith, President Nixon ordered a halt to

all American bombing, mining and artillery fire. By January 23, 1973, an agreement on all terms for a formal cease-fire had finally been reached.

#### AFRES GROUP MOVES TO WESTOVER

An AFRES Group Moves to Westover: On September 1, 1973, a month before the full scale war broke out in the Middle East, the 901st Tactical Airlift Group transferred from L.G. Hanscom Field, Massachusetts to Westover AFB.

In the meantime, regular Air Force strength at Westover continued to slowly dwindle. On March 14, 1974, two twin-jet B-57s lifted off from Westover's runway, climbed steeply, banked and flew over the base in a "flyaway" salute to the giant air base. The two-plane mini-commemoration ceremony marked the exodus of the last regular Air Force aircraft to leave the station.

## RESERVE TAKES OVER

As of April 1, 1974, the active duty role of Westover came to an end with deactivation ceremonies of the 99th Bombardment Wing. The brief, reserved event was conducted before a small audience of invited guests and dignitaries. As the pennant of the Second Air Force was unfurled, its vice commander, Maj. Gen. Eugene Q. Steffes, read the inactivation order of the 99th Bombardment Wing.

"Bravery and dedication has been a way of life with the men and women who have served at Westover Air Force Base, and there is still that need for dedication today." With those words, spoken by the commander of the Eastern Air Force Reserve Region, Westover underwent a change of command from the Strategic Air Command to the Air Force Reserve.

On May 1, 1974, Westover AFB officially became one of thirteen facilities whose prime operating responsibility rested with Air Force Reserve units.



# 439th TACTICAL AIRLIFT WING

The 439th Tactical Airlift Wing began on June 27, 1949 as the 439th Troop Carrier Wing, Medium. The wing was a Reserve unit trained in troop carrier operations.

During the latter half of 1950, the 439th lost many personnel due to their recall to extended active duty for Korean War service. The entire wing was mobilized on April 1, 1951 with personnel deployed worldwide as filler personnel for numerous US Air Force units. The wing was then inactivated on April 3, 1951.

The wing was activated again into the Reserve on June 15, 1952 and redesignated the 439th Fighter-Bomber Wing. The unit flew fighter-type aircraft until September 1957 when it was converted to TC-47 and C-119 aircraft. On November 16, 1957 the 439th Fighter-Bomber Wing was inactivated.

On March 14, 1974 the wing was redesignated the 439th Tactical Airlift Wing and activated back into the Air Force Reserve on April 8, 1974.

Concurrently, two of Westover's assigned AFRES organizations, the 905th and 901st Tactical Airlift Groups were deactivated. In a joint action with the phase-outs, the 439th Tactical Airlift Wing was activated at Westover. The new wing was made up of a majority of the subordinate units of the two deactivated airlift groups; primarily the 337 and 731 Tactical Airlift Squadrons.

**WESTOVER BECOMES AFRES BASE:** Many beginnings and endings were taking place at Westover AFB on April 1, 1974. SAC's 99th Bomb Wing was inactivated with management of the base placed under the temporary supervision of SAC's 4040th Air Base Squadron.

**439th TAW Acquires 914th TAG:** On January 25, 1976, less than 20 months after its own formation, the 439th Tactical Airlift Wing assumed command responsibility for the 914th Tactical Airlift Group out of Niagara Falls International Airport, New York. AFRES reorganization necessitated that change of command of the 1000-man Reserve group including its 328th Tactical Airlift Squadron which flies C-130A transports.

Previously, the 914th or its predecessor organizations flew F-51 Mustangs, T-33s, F-80s, F-81s and starting in 1957, C-119 Flying Boxcars. In 1962 the 328th TAS was activated during the Cuban crisis. In 1971 the unit began flying C-130s.

During October 1975 the 914th's C-130s flew a total of 588 hours. To that date no other Reserve C-130 unit had logged more hours in a single month. That accomplishment would equal a single aircraft flying 24 hours a day nonstop for 24 days.

**439th TAW Acquires 911th TAG:** More than 800 AFRES personnel and eight C-130A aircraft of the 911th Tactical Airlift Group out of Greater Pittsburgh Airport, Pennsylvania became part of the 439th TAW as of October 1, 1980.

The acquisition boosted the 439th TAW (Westover-Niagara-Pittsburgh) to 43 aircraft and more than 3500 personnel.

The transfer also gave the 439th control over the largest area of property in AFRES and made it the only wing with three bases under its jurisdiction. The Pittsburgh group was attached to the 302nd TAW, Rickenbacker AFB, Ohio.

Prominently displayed in the emblem are gold wings alluding to the 439th's mission "to provide command and staff supervision of all the tactical airlift squadrons." The red chevron with white trim represents the aeromedical evacuation responsibilities. The three gold rectangular symbols in the base are in reference to the tactical airlift support for personnel, equipment and supplies. The chevron and bars are in a field of blue surrounded by a border of gold trim. Blue and gold are extensively used as they are the Air Force colors.



## Wing Units

**731st TACTICAL AIRLIFT SQUADRON:** The 731st Tactical Airlift Squadron began as the 331st Bombardment Squadron (Heavy) on January 28, 1942. On June 15, 1942 the squadron was assigned to MacDill Field, Florida and during the next 10 months was moved to Pendleton Field, Oregon, Davis-Moan Field, Arizona, Briggs Field, Texas and Pueblo AFB, Colorado.

The squadron aircraft was the B-17 Flying Fortress and on May 11, 1943 it was sent to the European Theater of Operation and plunged into World War II. From the units home stations at Earls Colne and Bury St. Edmunds England the 331st saw combat air offense duty over Normandy, Northern France, Rhineland, Ardennes-Alsace and Central Europe. In 1943 and again in 1944 the flying squadron was decorated with the Distinguished Unit Citation.

With the end of the war in Europe, on April 19, 1945, the honored squadron returned to the United States and was assigned to Camp Kilmer, New Jersey where it was inactivated on November 15, 1945.

The unit was redesignated the 331st Bombardment Squadron (Very Heavy) and activated on May 13, 1947 at Marietta AAFld, Georgia. Within the month the 331st was assigned to the Reserves. Two years later, on June 26, 1949, the unit was redesignated the 331st Bombardment Squadron (Light).

The 331st was ordered back to active service on March 10, 1951 but was inactivated within ten days. The unit was redesignated the 331st Tactical Reconnaissance Squadron on May 26, 1952. Within a month, June 24, 1952, the unit was flying B-26s out of Dobbins AFB, Georgia.

With the transfer of the unit to Scott AFB Illinois on May 18, 1955, it was redesignated the 331st Bombardment Squadron (Tactical). The unit's name was again changed on July 1, 1957 to the 731st Troop Carrier Squadron (Medium) and transferred to L. G. Hanscom Field, Massachusetts.

Due to the Cuban missile crisis, the 731st was recalled to active duty and placed on standby at Hanscom Field from October 28, 1962 through November 28, 1962.





The unit was assigned to the 901st Troop Carrier Group (later the 901st Tactical Airlift Group) on February 11, 1963. Four years later, on New Years Day of 1967 the unit took on a new name—731st Military Airlift Squadron, flying C-124 Globemasters. On October 1, 1972 the unit was given its present title—731st Tactical Airlift Squadron.

Just prior to its reassignment to Westover AFB on September 1, 1973, the 731st was converted to flying twin-engine C-123 Providers. With the deactivation of the 901st Tactical Airlift Group on April 1, 1974, the 731st was assigned to the 439th TAW.



**337TH TACTICAL AIRLIFT SQUADRON:** The mission of the 337th Tactical Airlift Squadron is to provide tactical airlift for airborne forces, their equipment and supplies. To maintain worldwide employment of the C-130B weapons system, including air evacuation and long range movement of personnel, equipment and supplies

The history of the 337th began on May 10, 1949 as the 337th Troop Carrier Squadron, Medium, assigned to the Air Force Reserve under the Continental Air Command. On October 10, 1949, the 337th was transferred from Birmingham Municipal Airport, Alabama to Mitchell AFB, New York.

The Troop Carrier Squadron was ordered into active military service on May 1, 1951 and assigned to the Tactical Air Command. Personnel trained for airborne operations, flew missions to move Air Force and Army units, and took part in several major exercises. For the most part, the 337th flew C-46 aircraft, however in late 1952 C-119s were added to its inventory.

On February 1, 1953 the 337th was inactivated only to be reactivated three months later. It was back to the Air Force Reserve assigned to Mitchell AFB, New York where the unit served until being inactivated on July 1, 1957.

The Department of the Air Force had other plans for the 337th and on February 27, 1958, once again, the squadron was reactivated into the Air Force Reserve. Further the squadron was to be stationed at Bradley Field, Windsor Locks, Connecticut, effective July 8, 1958. During the next eight years the 337th was under the Tactical Air Command flying C-119 Flying Boxcars.

In 1966 the squadron moved to Westover AFB, and began flying C-124 Globemasters. The new mission brought the unit under the 94th Military Airlift Wing out of Hanscom Field, Massachusetts. The 337th began flying C-130 Hercules aircraft on April 1, 1972 when it was reassigned to the 905th Tactical Airlift Group out of Andrews AFB, Mary-

land. Along with the change the unit was redesignated the 337th Tactical Airlift Squadron. Two years later with the deactivation of the 905th TAG on April 1, 1974, the 337th became one of two flying squadrons of the newly activated 439th Tactical Airlift Wing.

Although the 337th TAS's active duty potential has never been called upon, its reserve power has helped alleviate the serious strain on MAC's strength. Every base from Vietnam to Alaska to Europe has had a place on its flying schedule. On July 5, 1974, a 337th crew delivered a C-130 to Jakarta, Indonesia, the first time a squadron crew flew around the world on a single mission. The 337th continually flies members of the Army's elite 10th and 11th Special Forces throughout the world.

**901st & 905th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRONS:** The Deputy Commander for Maintenance heads the vast complex supporting the training mission through the 901st and 905th Consolidated Aircraft Maintenance Squadrons by keeping Westover's aircraft flying. The maintenance function is broken down into three branches—Field Maintenance, Organizational Maintenance and Avionics Maintenance.

Avionics Maintenance Branch maintains all airborne communication, navigation, doppler, radar, auto-pilot, instrument and electrical systems on assigned C-130 and C-123 aircraft. Avionics technicians insure that the airborne equipment is kept operating at peak efficiency. They also maintain the complex integrated radar, navigation and computer systems used on C-130 aircraft.

Field Maintenance Branch accomplishes repair and authorized overhaul of aircraft, training equipment and accessories; maintenance of aerospace ground equipment; and fabrication of parts and the calibration, reclamation, repair and testing of other units. This is accomplished through four sections—fabrication (sheet metal, machine, paint and welding); propulsion (engine and props); aerospace systems and aerospace ground equipment.

The propulsion shops service three types of aircraft engines and two types of propellers, more than any other propulsion shop in AFRES.

Since the Air Force's decision not to purchase any new "2800" engines for its C-123 aircraft, each engine presently in service must be used to its fullest potential. Therefore, to meet this challenge, Westover's 901st CAMS has taken on the responsibility for performing overhauls and repairs for these engines, a service once reserved solely for central depot locations.

Organized Maintenance Branch is responsible for the launch, recovery, servicing and maintenance of all aircraft assigned to Westover AFB. This section performs major inspections on C-130 and C-123 aircraft at scheduled intervals to insure that as many aircraft as possible are in a continual state of readiness and that no hazardous conditions exist on an aircraft which might make it unsafe for flight.

**MOBILE AERIAL PORT SQUADRONS:** The mission of the 58th and 59th Mobile Aerial Port Squadrons is to support the 439th Tactical Airlift Wing's training requirements as well as the needs of the Military Airlift Command. Personnel of both Mobile Aerial Port Squadrons are trained in the handling of air cargo from pick-up point to the flight out.

Aerial Porters are thoroughly indoctrinated in cargo pick-up, manifesting, control documentation, rigging, aircraft loading and inspection of cargo and equipment to be air dropped or landed.

Squadron personnel are familiar with the loading characteristics of a multitude of different aircraft and therefore are qualified to plan aircraft loads, prepare cargo and equipment for delivery. MAPS Riggers pack and maintain all parachutes used in aerial delivery missions.

Even though Westover AFB currently has no requirement for an Air Passenger Terminal, MAPS personnel are schooled and capable of setting up and operating Air Passenger and Cargo Terminals anywhere, on short notice.

Since Mobile Aerial Port Squadrons have a global responsibility, personnel are trained to be able to operate worldwide with a minimum of local orientation.



**MOBILE AERIAL PORT FLIGHTS:** The mission of the 901st and 905th Mobile Aerial Port Flights is the preparation of air cargo loads for air delivery by Westover's C-123 and C-130 aircraft. The duties of MAPF personnel are very similar to those of the Mobile Aerial Port Squadrons, with the following exceptions: MAPF personnel are primarily trained in the cargo loading of the C-124 and C-130 aircraft. Flights have no requirement to set up or operate Air Passenger Terminals.

**74th AEROMEDICAL EVACUATION SQUADRON:** The 74th Aeromedical Evacuation Squadron trains medical evacuation flight crews and aeromedical evacuation control center personnel.

Medical flight crews of the 74th AES are qualified in C-123Ks, C-130Bs, C-9As and C-141s. In the event of mobilization twenty to twenty-five qualified AES air crews are ready to be activated as tactical aeromedical evacuation personnel. The 74th is a unique squadron in that it is the only Air Force flying squadron in which its members are qualified and actively flying in two weapons systems (the C-123 and C-130).

Aeromedical evacuation control center personnel also maintain continuous communications with the wing command post and the aeromedical command post at MAC headquarters. During times of mobilization, aeromedical evacuation control center personnel will maintain liaison with all area hospitals, consolidate and coordinate patient movement requirements, supervise ground handling of inplaning and deplaning of patients, and arranging for patient airlift to designated hospitals.

**439th TACTICAL HOSPITAL:** The 439th Tactical Hospital is a medical aid station and not a USAF regional hospital. During UTAs and the Wing's annual active duty training, the hospital is transformed into a treatment clinic. Assigned personnel handle minor medical problems, conduct limited sickcall, give physicals, administer immunizations and answer aircraft emergency crash calls.

The primary mission of the 439th Tac Hospital is to provide trained personnel to maintain a sustained medical operation for a limited period. In the event of mobilization, hospital specialists are operationally ready to move to needed locations. Medical personnel are prepared to augment a 25 bed air transportable hospital, provide replacement personnel for fixed facilities or other medical care elements.

## 439th CSG



Westover AFB is operated and maintained by the 439th Combat Support Group. The 439th CSG commander wears two hats—that of Base Commander and Deputy Commander for Resources. He has command jurisdiction over Westover Air Force Base and provides administrative and logistical support to assigned and attached personnel.

The mission of the 439th is extremely diverse and includes: direction, maintenance and supervision of airfield activities including base operations, operation of the Consolidated Base Personnel Office, operation of base transportation services and equipment, operation of firefighting and security services and the Central Civilian Personnel Office, as well as conduct of other support functions such as chaplain services, recreation activities and supply services for all base organizations.

## Group Units

**901st & 905th MOBILITY SUPPORT FLIGHTS:** Personnel of the 901st and 905th MOBSFs and the 439th Combat Support Group work and train side by side making up a tightly knit family. Members of both mobility flights are assigned permanent duties with Base Supply; Refueling, (aircraft and vehicles); Transportation; (drivers and mechanics); Food Service, (cooks and bakers); and Disaster Preparedness (team chiefs).

The mission of the mobility flights during UTAs and annual active duty training is to train with personnel of various base functions in order to be ready in the event of mobilization. Upon being called to active duty, all mobility flight personnel will be recalled to their units and depart for a predetermined air base along with the C-123Ks and C-130s.

War Readiness Spares Kits (WRSK), containing a thirty day supply of C-123 or C-130 aircraft parts will be transported by the mobility flights.

Upon arrival at the gaining air base, mobility flight personnel will be ready to augment various base functions or if requested, operate as a self-sufficient mini-base.

**901st & 905th COMMUNICATIONS FLIGHTS:** The mission of the 901st and 905th Communications Flights is to provide trained communication-electronics personnel to perform staff, operations and maintenance functions in support of the 439th TAW.

During UTAs, reserve communications personnel assist with the operation of the base communications center and switchboard, radio net operations, perform maintenance of radio, teletype and crypto equipment as well as support of the 439th TAW emergency operations center (EOC).



**901st & 905th CIVIL ENGINEERING SQ & FLT:** The 901st Civil Engineering Squadron and the 905th Civil Engineering Flight are both comprised of Air Force Reservists within the career fields of: construction equipment operators; pavement technicians; site development technicians; inventory management specialists; plumbers, carpenters and refrigeration/heating specialists.

The 901st CES and 905th CEF are classified as "Prime BEEF" organizations. (Prime is used before Beef—Base Engineer Emergency Force—as a play on words).

Personnel are assigned to teams each designed to perform such wartime duties as: rapid-runway, bomb damage, and building repair. Both organizations are prepared to relocate rapidly anywhere worldwide to meet wartime support commitments including the establishment of new or temporary military facilities.

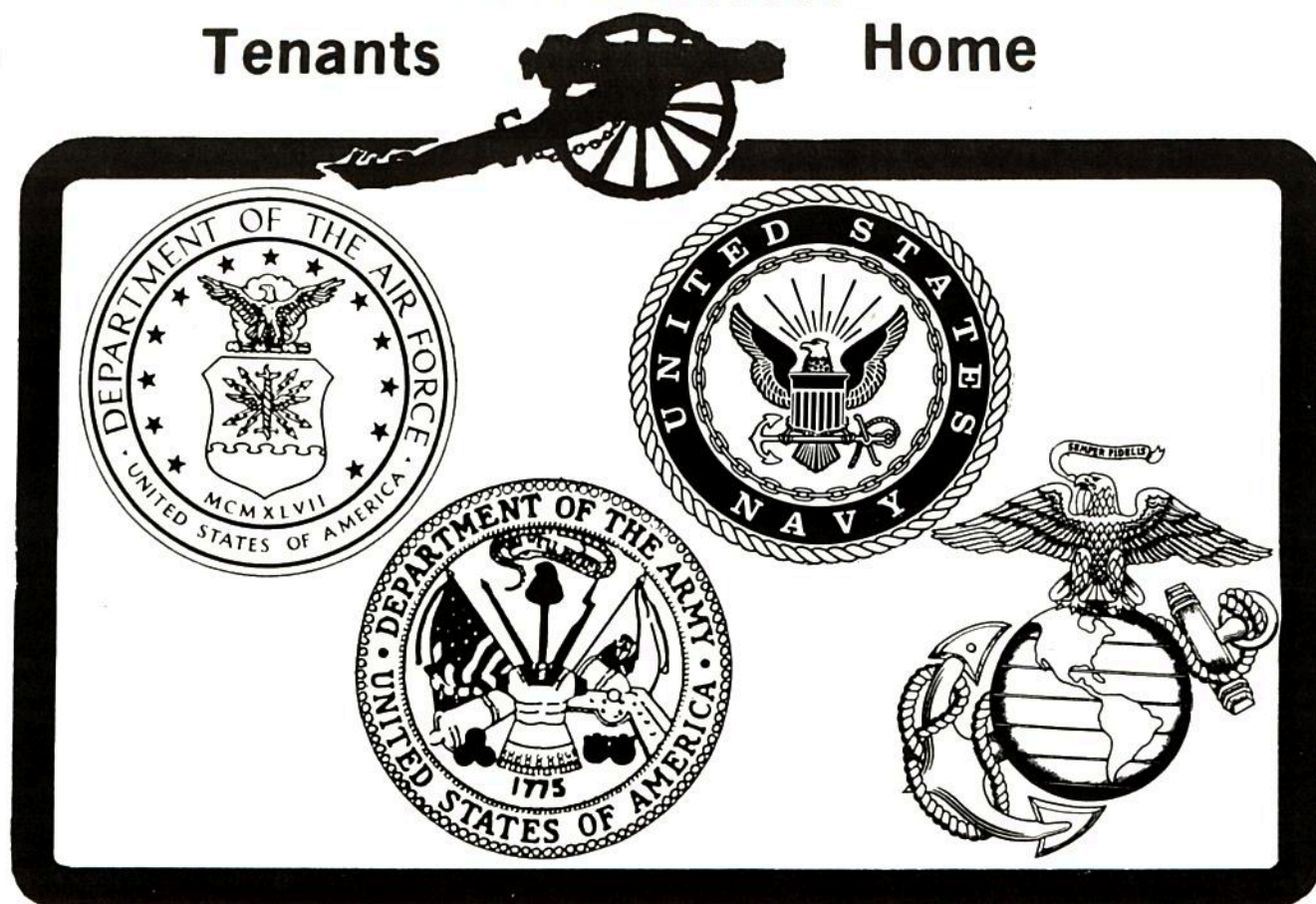
Although the 439th CSG Civil Engineering operates Westover's Fire Department, 901st CES firefighters are assigned to the base during UTAs and annual active duty training.

**901st & 905th WEAPONS SYSTEMS SECURITY FLTS:** Personnel of the 901st and 905th Weapons Systems Security Flights (WSSFs) are trained combat defense forces. Both organizations are responsible for protecting base resources from sabotage, enemy ground attack and other acts of hostility.

WSSF personnel perform guardianship duty over Westover's runways and perimeter, as well as assigned and transient aircraft. During training alerts, WSSF security police perform guard duty in the Wing Command Post.



# Call Westover Tenants Home



**TENANTS:** Westover AFB is not an exclusive Air Force installation, for the Naval, Army, and Marine Corps Reserve units as well as the and Army National Guard have their training facilities here.

Prior to securing and renovating the former SAC Service Club for a consolidated "United States Armed Forces Reserve Center," the military service branches utilizing the building were scattered throughout the region.

Since the center became occupied in November 1977 it has been extremely active. Eight-hundred reservists, including a submarine base group from New London, Connecticut regularly use the structure for training purposes. The building is self-contained with an armory, a drill hall, numerous administrative offices and even a food preparation facility.

In addition to the Reserve Center, two full time Massachusetts Army National Guard units are permanently stationed in the former SAC alert facility known as the "Mole Hole" now officially named the "Army Aviation Flight Activity." The units are: Company A, 26th Aviation Battalion, 26th Yankee Infantry Division, 3rd Brigade, Massachusetts Army National Guard and the 1059th Medical Detachment, Helicopter, Ambulance, Massachusetts Army National Guard. The 1059th flies six UH-1 (Huey) helicopters for the purpose of aeromedical evacuation of military and civilian patients. Co. A, 26th Aviation Battalion operates five, OH-6 observation helicopters and two, UH-1 helicopters.

**DET 5, 1st AEROSPACE COMMUNICATIONS GROUP:** Detachment 5, 1st Aerospace Communications Group (1ACOMMG) is an active duty unit of the Air Force Communications Command (AFCC). Since April 1955, Det 5 has been geographically separated from its parent organization. Its mission at Westover AFB is to main-

tain radio communications equipment supporting the SAC command and control system through a giant talk station.

The Westover facility is one of fourteen similar stations scattered throughout the world forming an important SAC communications link. The talk system is a high frequency, single side band network providing support for tactical operations and long range SAC command control of reconnaissance and other special aircraft missions. The network also provides the SAC Commander-in-Chief and other senior SAC commanders with world-wide point-to-point and air-to-ground voice communications for contingency and disaster operations. The radio system is also used for airborne command posts, as well as VIP and presidential aircraft communications. Westover's facility is capable of simultaneously operating, by remote control, any one or all of the four CONUS Giant Talk stations.

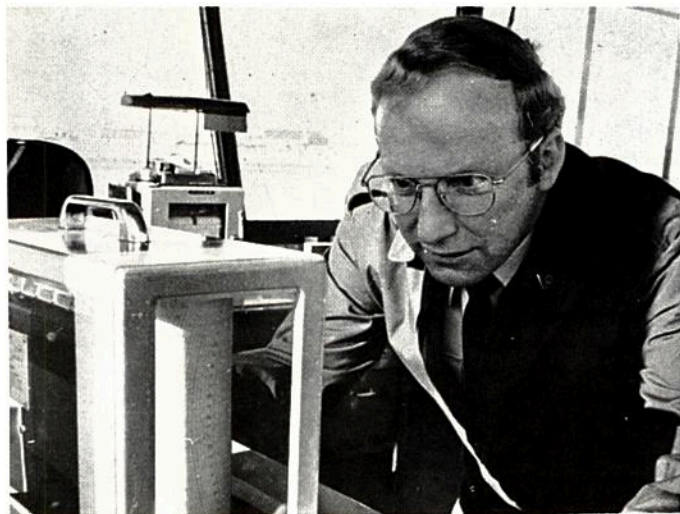
Military and civilian personnel of Det 5, also maintain 185 acres, around the clock, 365 days a year, at Westover and a transmitter site in Granby, Massachusetts. The group is also responsible for the operation of the "Antennae Farm" receiver site in the Stony Brook section at the end of runway 5 and 23.





OL B, DET 6, 26 WEATHER SQ: Operating Location B, Detachment 6, 26th Weather Squadron, 3rd Weather Wing operates Westover's weather station. The unit supports flying activities by furnishing local weather observations, weather warnings, forecasts and personalized service.

Weather data is routinely relayed hourly to base operations, command post, maintenance job control, security police, control tower and the two flying squadrons.



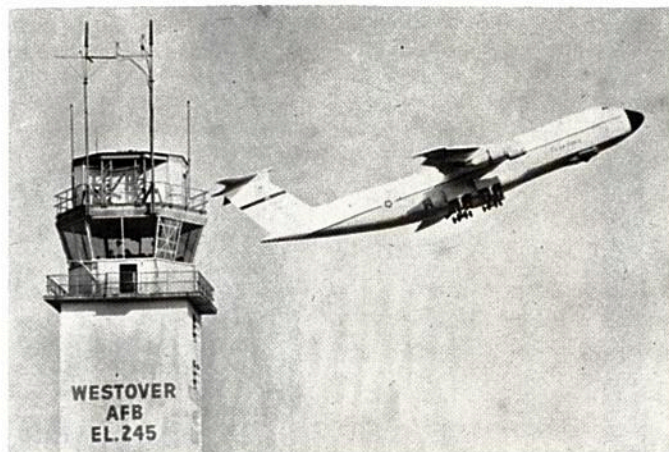
1917th COMMUNICATIONS SQUADRON: The 1917th Communications Squadron has an unusual mission on Westover AFB. It is an active duty unit of the Air Force Communications Command (AFCC) but is under the operational control of the 439th CSG commander. The squadron is divided into an operations section, maintenance section, and a communications electronics branch.

The flight facilities section operates a Visual Flight Rules control tower (VFR) and related navigational aids including Tactical Navigation Equipment (TACAN), and Instrument Landing System (ILS).

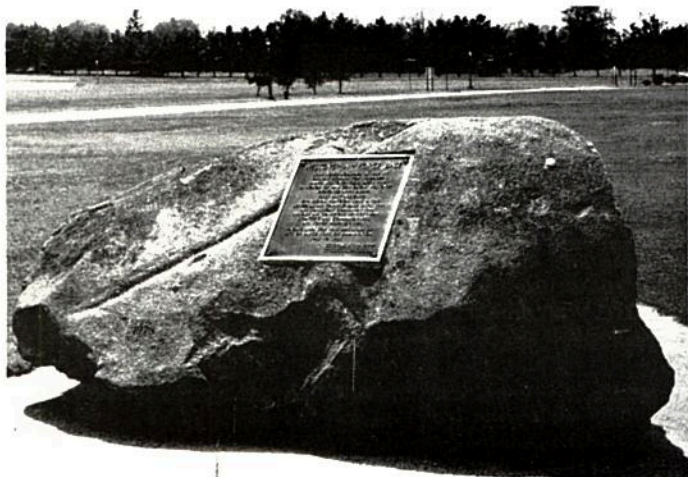
The operations section provides telephone switchboard operation, cryptographic and communications center operations.

Among its many other responsibilities, the 1917th provides continuous hands-on training to personnel of the 901st and 905th Communications Flights.

The maintenance section is responsible for the programming, operation and maintenance of all communications systems including air traffic control and navigational facilities.

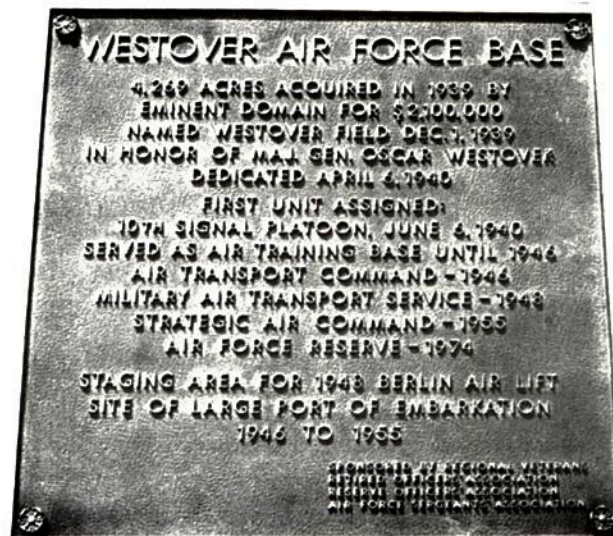


Many aircraft have passed by our control tower, including this C-5 Galaxy, on display during an open house. Previously, this was home territory for KC-97s and 135s, P-38s, C-47s C-54s, C-118s, B-24s, B-52s and B-58s, among others.



Memorial Plaque on Ellipse

A large memorial plaque mounted on a large boulder outlining the proud history of Westover AFB is set near the base flag pole on the ellipse. The lasting remembrance and gift was presented by the Retired Officers Association, the Reserve Officers Association and the Air Force Sergeants Association.





# HISTORY OF THE AIR RESERVE

**AFRES ESTABLISHED:** The National Security Act of 1947 provided for the adoption of the Air National Guard as an official air arm of America's National Guard system. In April of 1947 the Air Force Reserve (AFRES) was also established and given its own identity.

The Air Force Reserve was placed under the control of the Air Defense Command (ADC), for administration and training. Specifically the 14th Air Force, which was assigned to ADC, became responsible for supervision of the Reserve program.

Aware of the importance to the nation of the Reserve forces, on October 15, 1948, President Truman directed the Army and Air Force to "energize" their Reserve programs.

**CONAC ACTIVATED:** To help guide the development of AFRES into a powerful military force, on December 1, 1948, the Continental Air Command (CONAC), was activated as a major command.

With the deactivation of ADC, Headquarters, 14th AF was placed under CONAC's operating control and therefore became responsible for administering and training of AFRES personnel.

**AFRES CALLED TO KOREA:** During the Korean Conflict the 14th Air Force called 147,000 Air Force Reservists into active duty. By April 1951, twenty-four Air Force Reserve wings had been mobilized.

**AFRES & 14 AF POWERFUL TEAM:** In June 1957, the 14th AF was given the secondary responsibility for coordination of local, state and federal agencies within its geographical area which possessed a search and rescue capability. Their efforts were to save more than 675 lives.

In June 1958, the 14th AF assumed jurisdiction of 22 state AFRES units covering the eastern United States.

**14AF DEACTIVATED:** On September 1, 1960 14th AF was deactivated. The Eastern Reserve region was put into its place as the intermediate management level operating between Headquarters, AFRES and the Reserve units. The regions became responsible for training and supervision and command support, much like the active-duty numbered Air Force.

**MAC COMES INTO BEING:** In recognition of MATS vital contribution to the peace-keeping character of the United States, in January 1966 MATS became the Military Airlift Command (MAC).

Crews and aircraft of MATS had been directly involved in peace and war continually since its formation in 1948. Berlin Airlift—1948; Korea—1950; Suez—1955; Lebanon—1958; Congo—1960; and South-east Asia.

Many new names appeared under MAC's banner: Aerospace Rescue and Recovery Service (ARRS); Aerospace Audiovisual Service (AAVS); 21st and 22nd Air Forces. Air Weather Service (AWS) retained its designation. MAC's Air Transport units became Military Airlift Wings and Squadrons. The Navy withdrew its association with MAC.

**WESTOVER LINKED TO RESERVE:** Westover's direct involvement with the Military Airlift Command and the Air Force Reserve began in March 1966 when the 905th Military Airlift Group (MAG), an Air Force Reserve unit, moved to the great Western Massachusetts SAC base.

Approximately 700 personnel constituted the 10-squadron complement of the Air Force Reserve unit. The flying squadron of the group was the 337th Military Airlift Squadron (MAS), and in the summer of 1966 made its first orientation flight to Vietnam transporting vitally needed materials.

Soon 337th Reserve crews were flying their C-124 Globemaster transports on eight to ten aircraft missions per month, logging as many as 500 hours flying time.

Air Force stations in Greece, Turkey, Africa, Spain, France, England, Labrador, Guam, Wake Island, Alaska, Vietnam and the Azores had a place on the 905th schedule.



The history of the 905th MAG began at Bradley Field, Windsor Locks, Connecticut, April 8, 1958, under the command of the 94th Military Airlift Wing out of L.G. Hanscom Field, Massachusetts. The group's function was a troop carrier outfit clying the distinctive twin-tailed C-119 "Flying Boxcar." The 905th was assigned to the Tactical Air Command until 1966 when it was reassigned to the newly-formed MAC.

**ADC REORGANIZED:** On April 1, 1966 the Air Defense Command underwent a reorganization. 14th AF headquarters was placed in charge of two Air Divisions controlling 23 Air Defense Squadrons.

**14 AF GETS NEW DESIGNATION:** On July 1, 1968, the 14th AF was deactivated and at the same time, the 9th Aerospace Defense Division was designated the 14th Aerospace Force. 14th became the world's first command dedicated to space surveillance and tracking.

During the reporting period the last C-119 departed and the first C-124 was delivered, simultaneous with the move to Westover. On April 1, 1972, the unit was redesignated the 905th Tactical Airlift Group and assigned to the 459th TAW out of Andrews AFB, Maryland. This time the mission of the 337th was to fly the C-130 Hercules.

The 905th's mission was to train its personnel for combat readiness and to provide world-wide transportation for troops, equipment and supplies, including air evacuation within a war zone. The group's active duty potential had never been called upon, however its remarkable achievements helped alleviate a serious strain on MAC during its growing stages.

**BIRTH OF HQ AFRES:** On August 1, 1968, during the Pueblo Crisis, the Continental Air Command was phased out and Headquarters Air Force Reserve (AFRES) established at Robins AFB, Georgia.

On December 11, 1968, AFRES adopted the official Air Force Reserve emblem as well as the motto "Ready Now."



**AFRES ADOPTS TOTAL FORCE:** The Air Force Reserve is a major element of the Total Force concept, which was adopted in 1970 and became policy in 1973. Total Force means that in all contingency planning, active and Reserve military forces are considered as one.

AFRES is not considered to be a major Air Force command but rather a "Separate Operating Agency" of the Air Force. It is charged with providing field commander supervision over AF Reserve units and personnel assigned to augment Reserve organizations in event of mobilization. AFRES participates in the development of programs affecting the AF Reserve and is responsible for management of these programs.



Headquarters, AFRES organizes, trains and equips AF Reserve units and personnel for mobilization and provides support to the active Air Force. The Operating Agency maintains coordination with gaining commands to assure that Reserve units and personnel meet readiness requirements.



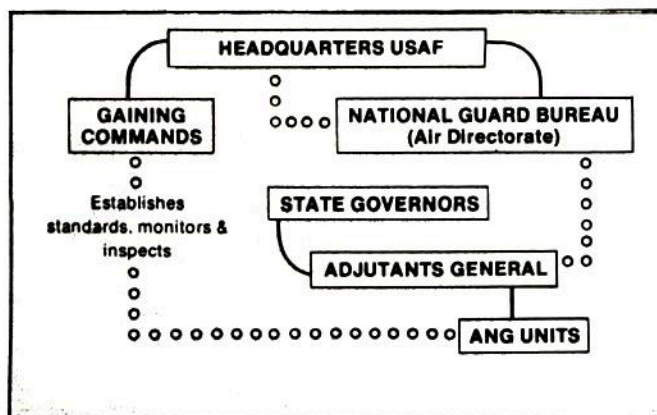
**MAC BECOMES A MAJOR AF COMMAND:** On December 1, 1974, the Military Airlift Command became the third specified major Air Force command, responsible to the President and the Secretary of Defense through the Joint Chiefs of Staff. The change brought all Air Force strategic and tactical airlift under the consolidated control of MAC. Also the move affected the 439th and most of its subordinate units. In the event of mobilization the 439th TAW would be gained by MAC instead of the Tactical Air Command (TAC). The 439th CSG remains AFRES gained.

## AIR NATIONAL GUARD

The Air National Guard's headquarters is located in the Pentagon, Washington, D.C. The Director of the Air National Guard is a rated general officer with many years of experience as an Air Guardsman. The Air Guard is the air arm of the National Guard and performs a dual mission: When not mobilized it is a force at the disposal of the respective state governors to help protect the health and welfare of the community and act in cases of emergency or disaster.

When mobilized, Air Guard units become active elements of their assigned USAF major command. The National Guard Bureau (Air Directorate) reports to Headquarters USAF.

The National Guard Bureau is the official channel of communications to all Air Guard units through the state Adjutants General. The Bureau also controls the funds, equipment, and manpower of the units and determines how these resources will be used in carrying out the approved Air Force programs for the Air National Guard.



— Command



**14th AF REPLACES EASTERN AF REGION:** Until its deactivation on October 1, 1976, the 14th Aerospace Force watched space for more than 20 units to detect any threat from missiles or earth-orbiting satellites and traced and identified all man-made objects orbiting the earth. The deactivation was the result of the Aerospace Defense Command (ADC) reorganization.

On October 8, 1976, the Eastern Air Force Region was deactivated, ending a seven-year era of Reserve management which divided the United States into three areas. In its place the 14th Air Force manages all Reserve airlift resources within much of the active duty area of authority of the Military Airlift Command's 21st Air Force.

The functional realignment allows Reserve managers and their active duty counterparts to work more closely than ever before in maintaining and managing the Total Force airlift fleet.

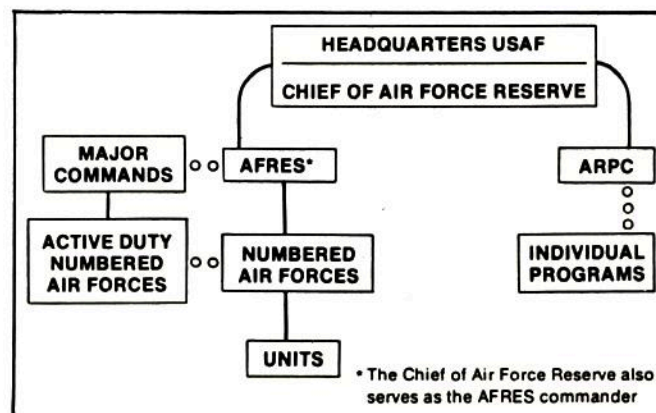
The 14th AF is responsible for Eastern Reserve bases, Reserve flying units and other Reserve support organizations. Upon mobilization, these resources will be under MAC's 21st Air Force.

## AIR FORCE RESERVE

The Chief of Air Force Reserve is a Reservist called to Active Duty and has two jobs. At the Pentagon he is the Chief of Staff's advisor on all Air Force Reserve matters. In this capacity, he helps establish policy and initiates top level planning and programming. He is also commander of Headquarters, Air Force Reserve (AFRES) located at Robins AFB, Ga. At Robins, another Reserve general office on Active Duty serves as vice commander and chief operating official.

AFRES is responsible for the unit program. It manages three Reserve Numbered Air Forces: Fourteenth at Dobbins AFB, Ga.; Tenth at Bergstrom AFB, Tex.; and Fourth at McClellan AFB, Calif. They are commanded by Reserve general officers whose primary function is to oversee training in the units within their areas.

The Chief of Air Force Reserve also extends direction to the Air Reserve Personnel Center (ARPC) located at Denver, Colo.



\* The Chief of Air Force Reserve also serves as the AFRES commander

o Official directives and monitoring



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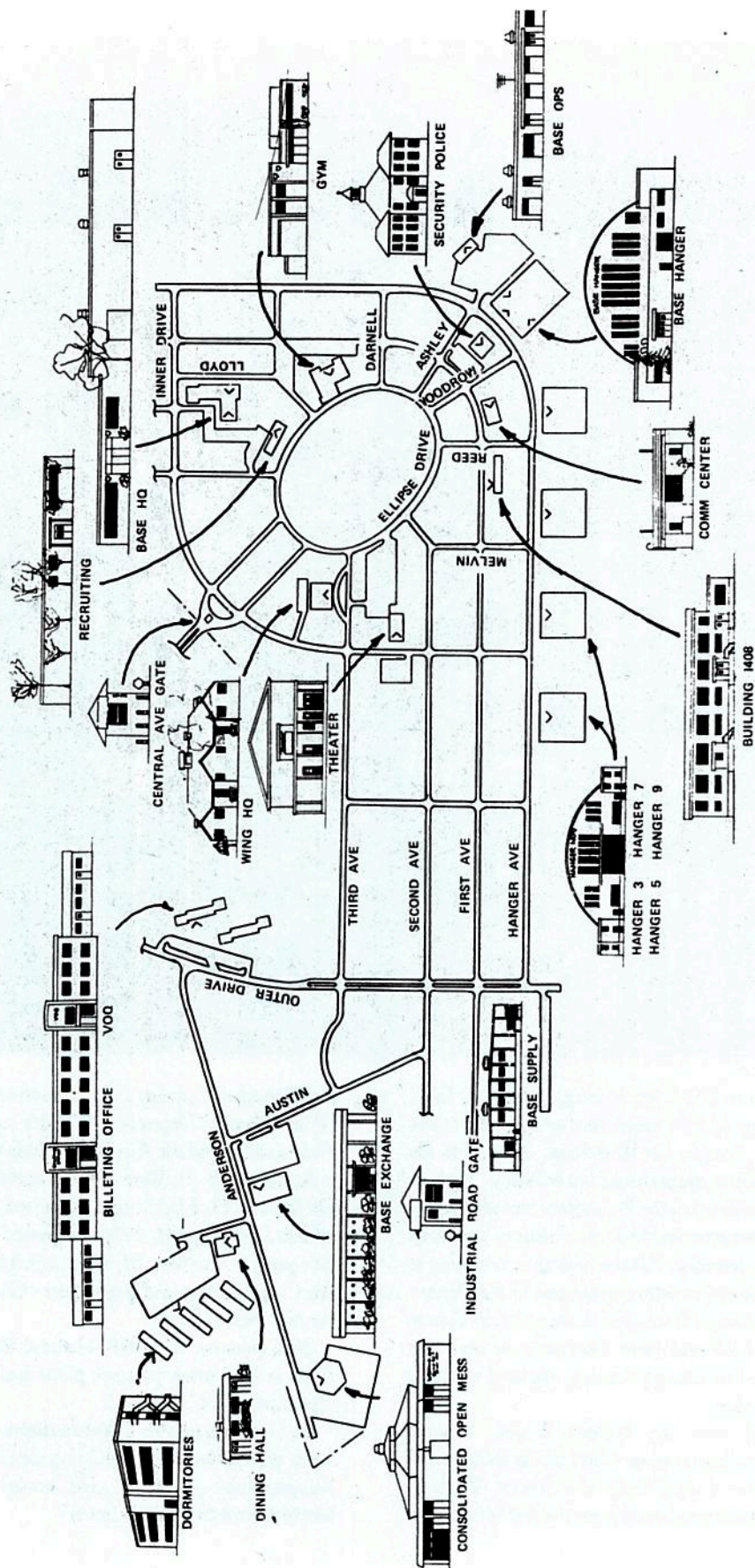


# NUMBER FINDER

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# WESTOVER AFB







Major General Oscar Westover  
1883-1938

Oscar Westover was born in Bay City, Michigan, July 23, 1883. He enlisted in the U.S. Army in 1901 and served as a private before entering the U.S. Military Academy at West Point, New York. He graduated in June 1906 and was commissioned in Infantry.

He served with the 14th Infantry in the Philippines and returned to West Point in 1911 as an instructor in the Department of Drawing. From 1914 through 1916 he served in Alaska and upon returning to the United States was appointed assistant professor in the Department of Drawing at the Academy. He was put in charge of the Bureau of Aircraft Production in 1918 and from November of that year through October 1920 served as acting executive, assistant executive and executive of the Air Service.

Westover was graduated from the Balloon School, Omaha, Nebraska in March 1921 and assigned as Chief of the Balloon and Airship Division in the Office of the Chief of Air Service, Washington, D.C.. In April 1922 he was graduated from the Air Service Air-

ship School at Langley Field, Texas and the Air Corps Advanced Flying School in December 1923. He assumed command of Langley Field and entered the Air Corps Tactical School in September 1926.

At the age of 49, Westover was appointed to the rank of General. On January 13, 1932 he was appointed Assistant Chief of Air Corps and on December 24, 1936 designated Chief of Air Corps. Within four years, December 24, 1936, upon formation of the U.S. Army Air Corps, he assumed a new post - Chief of Staff of the Air Corps, the first man to do so.

On September 21, 1938, General Westover took off on a routine flight in his Northrop attack plane and was killed when it crashed near Burbank, California.

In keeping with Air Corps tradition of naming Army airfields in honor of departed heroes, on Army day, April 6, 1940, the Chicopee, Massachusetts air facility was named Westover Field in honor of Major General Oscar Westover